CONDUIT RUN SCHEDULE

CR*	* OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
*1	1	2 IN.	62 FT	(1) 2/*8 U.F.W./ GROUND
*2	1	2 IN.	16 FT	(1) 2/*8 U.F.W./ GROUND
*3	2	2.5 IN.	5 FT	(2) 16/*14, (4) 9/*14, (1) 4/*18
*4	1	2.5 IN.	39 FT	9/*14, (3) 4/*18
*5	1	2.5 IN.	47 FT	(2) 9/*14, (1) 4/*18
*6	1	2.5 IN.	2 FT	9/*14
*7	1	2.5 IN.	94 FT	(3) 4/*18
*8	1	2.5 IN.	68 FT	(2) 4/*18
*9	1	2.5 IN.	192 FT	EMPTY
*10	1	2.5 IN.	9 FT	EMPTY
*11	1	2.5 IN.	4 FT	EMPTY
*12	1	2.5 IN.	208 FT	EMPTY
13	1	2.5 IN.	43 FT	EMPTY
14	1	2.5 IN.	37 FT	EMPTY
*15	1	2.5 IN.	10 FT	(2) 16/*14, (3) 9/*14, (4) 4/*18

*DENOTES EXISTING CONDUIT

SIGNAL NOTES

1. DETECTION - 35 MPH - 4 SECONDS PASSAGE TIME AT 210 FEET FROM STOP BAR.
2. LOOP DETECTORS:
   TYPE *1 - 5'x7' - TO BE INSTALLED ON MAIN STREET THROUGH MOVEMENTS
   TYPE *2 - 6'x25' - TO BE INSTALLED ON MAIN STREET LEFT TURN MOVEMENTS.
   TYPE *2 - 6'x25' - TO BE INSTALLED ON SIDE STREET THROUGH AND LEFT TURN MOVEMENTS.
3. ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
4. POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
5. ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS. SET, SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
6. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY, AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

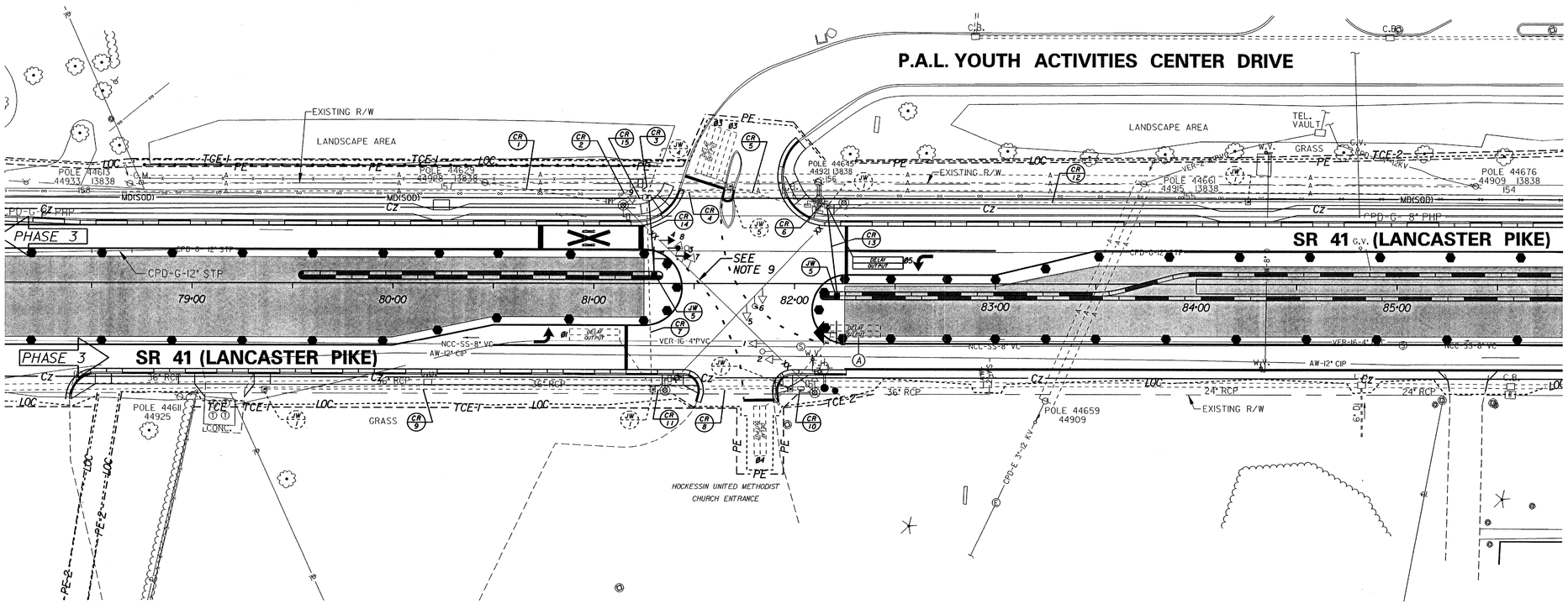
SIGNAL NOTES CONT.

7. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT AND MULTIDUCT CONDUIT WITH 12 CNT MULTI-MODE FIBEROPTIC CABLE. SEE SIGNING, STRIPING AND CONDUIT PLANS.
8. REFER TO CONSTRUCTION PHASING PLANS FOR PAVEMENT STRIPING DETAILS.
9. REALIGN HEADS 3 AND 4 AND OPTICOM RECEIVER AS DIRECTED BY THE ENGINEER.
10. INSTALL 1.5 IN. FLEXIBLE METALLIC LIQUID-TIGHT CONDUIT FROM EDGE OF PAVEMENT TO JUNCTION WELL FOR LOOP DETECTOR LEAD-INS.

TRAFFIC SIGNAL PLAN

SCALE 0 20 40 60 80

1" = 30'

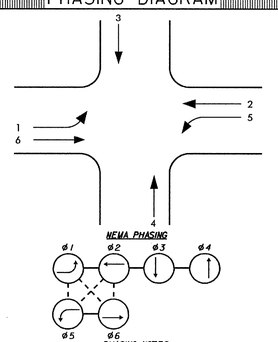


MOT CONSTRUCTION SEQUENCE LEGEND

- TEMPORARY CONSTRUCTION
- WORK AREA THIS PHASE
- EXISTING TRAFFIC FLOW AREA
- TEMPORARY WHITE PAVEMENT MARKING ARROW
- (A) 4" WHITE TEMPORARY PAVEMENT STRIPING
- (B) 4" YELLOW TEMPORARY PAVEMENT STRIPING
- (C) 4" DOUBLE YELLOW TEMPORARY PAVEMENT STRIPING
- (D) 12" WHITE TEMPORARY PAVEMENT STRIPING
- (E) 4" DASHED YELLOW REMOVABLE PAVEMENT STRIPING
- (F) 4" SKIP WHITE REMOVABLE PAVEMENT STRIPING

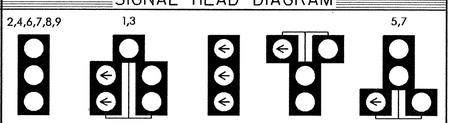
PHASE 3

PHASING DIAGRAM



PHASING NOTES
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

SIGNAL HEAD DIAGRAM



RECOMMENDED June 23 2004 Gabriel Nagel

RECOMMENDED _____ 20__ _____

RECOMMENDED _____ 20__ _____

APPROVED TRAFFIC ENGINEER — DATE 6/23/04

APPROVED for INSTL. CHIEF TRAFFIC ENGINEER — DATE 6/23/04

DELAWARE DIVISION OF HIGHWAYS
TRAFFIC ENGINEERING AND MANAGEMENT
DOVER DELAWARE

PERMIT NO.	CONTRACT NO.	FED. AID NO.	SHEET NO.	TOTAL
	20-007-02	ESTP-N237(6)	140	151

SR 41 (LANCASTER PIKE) AND P.A.L. YOUTH ACTIVITIES CENTER

DRAWN BY	DATE	DESIGN	DATE
S. BLOSS	6/9/2004	S. BLOSS	6/9/2004

REVISION

TEMPORARY TRAFFIC SIGNAL ARRANGEMENT
PHASE 3

LEGEND

- PB 4 / PB 3 — PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE BASE
- EXISTING POLE BASE
- PROPOSED PEDESTAL BASE
- EXISTING PEDESTAL BASE
- PROPOSED WOOD POLE
- EXISTING WOOD POLE
- EXISTING D.P.& L. POLE
- CA F — PROPOSED CABINET BASE IDENTIFIER (TYPE OF CABINET)
- RIGHT-OF-WAY OR PROPERTY LINE
- TYPE 1 / TYPE 2 — PROPOSED LOOP DETECTOR (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR
- JW 1 — PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- JW 1 — EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- CR * — CONDUIT RUN IDENTIFIER (* OF CONDUIT RUN)
- PROPOSED JUNCTION WELL
- EXISTING JUNCTION WELL
- -x- PROPOSED SPAN WIRE
- -xx- EXISTING SPAN WIRE
- -c- PROPOSED OVERHEAD CABLE
- -cc- EXISTING OVERHEAD CABLE
- PROPOSED SIGNAL HEAD
- EXISTING OR RELOCATED SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- MA XX — MAST ARM IDENTIFIER (LENGTH OF ARM)
- PROPOSED MAST ARM
- EXISTING MAST ARM
- (R) REMOVE
- (A) ABANDON
- RCB — REMOVE EXISTING CONCRETE BASE (6" / 150 mm BELOW GROUND LEVEL AND COVER, OR AS DIRECTED BY SIGNAL PLAN)
- OVERHEAD SIGNING
- PROPOSED OPTICOM RECEIVER
- EXISTING OPTICOM RECEIVER
- UC — UTILITY CONFLICT
- PROPOSED CABINET
- EXISTING CABINET
- V — PROPOSED VIDEO DETECTION
- V — EXISTING VIDEO DETECTION
- PROPOSED MICROWAVE DETECTION
- EXISTING MICROWAVE DETECTION
- PROPOSED PUSHBUTTON AND SIGN
- EXISTING PUSHBUTTON AND SIGN
- P — METERED SERVICE PEDESTAL

DESIGN ____ CHKD. ____ PREL. TRACING ____

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